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FILE No. 24 OF 1909-10

Previous references

(1) Local Boards File No. 132 of 1908-09
(2) Legislative File No. 1 of 1887.
(3) Kolar Gold Fields Sanitary Rules File

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

PROCEEDINGS OF THE GENERAL AND REVENUE DEPARTMENTS

JUDICIAL AND LEGISLATIVE (LEGISLATION)

JUNE 1911.

"A" Collection Serial Nos. 1—4.

[Hackney Carriage] *Public Conveyances Regulation.*

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1	D. O. Letter No. 688, dated the 15th February 1910, from Mr. T. Ananda Row, B.A., C.I.E., Dewan, to the Hon'ble Mr. S. M. Fraser, I.C.S., C.I.E., Resident in Mysore. Forwards a copy of the Hackney Carriages Bill and states that it is proposed to place it before the Legislative Council.		1—3
2	D. O. Letter No. 1383, dated the 5th March 1910, from Major W. G. Grey, First Assistant Resident in Mysore, to the Dewan. States that the Resident sees no *prima facie* objection to the Bill being placed before the Legislative Council and suggests the desirability in this connection of the introduction of the Stage Carriages Act of British India to meet jutka services on trunk roads and provision being made against ill-treatment of animals in the present Bill.		3—4
3	Order No. J. 3214, dated the 22nd May 1911, to the Compiler, *Mysore Gazette.* Orders the publication of the Bill as the Mysore Public Conveyances Regulation, VII of 1911.		4
4	Letter No. Pol. 1078, dated the 9th June 1911, to the First Assistar Resident in Mysore. Forwards ten copies of the above Regulation.		4—6

Meanwhile the following communication has been received from the Residency.

2. *D. O. Letter No. 1383, dated the 5th March 1910, from Major W. G. Grey, First Assistant Resident in Mysore, to the Dewan.*

States that the Resident sees no *prima facie* objection to the Bill being placed before the Legislative Council and suggests the desirability of the introduction of the Stage Carriages Act to meet jutka services on trunk roads and provision against ill-treatment of animals.

15. Submitted with copies of the volume of the Unrepealed Acts of the Government of India containing the Stage Carriages Act and the Police Regulation. Section 57 of the latter provides ample remedy for ill-treatment of animals.

T. K. S.
12-3-10.

16. It is no doubt true that a Regulation on the basis of the British Indian Stage Coach Act will meet the requirements of traffic on trunk roads but clause 5 of the draft bill gives sufficiently wide powers to the Government to frame rules in this matter. I think all the matters provided for in that Act can be met by rules framed under clause 5 of the Bill.

17. The immediate necessity for legislation has arisen on account of the requests of the Kolar Gold Fields Sanitary Board. It is admitted by the Residency that for the requirements of that locality the draft Bill will do.

(2) It is true that the provisions of clauses 10 and 11 can be conveniently enforced only in compact areas for which they are primarily intended. If necessary, suitable alterations in this respect may be made in Select Committee so as to make them conveniently applicable to traffic on trunk roads.

(3) Provisions against cruelty to animals are contained in Section 57 of the Police Regulation. No fresh power need therefore be taken in the draft Bill.

(4) The Bill may therefore be placed before the Legislative Council. (No reply to the Residency seems to be necessary.)

S. HIRIYANNAIYA,
28-3-10.

The Select Committee on the Bill will no doubt adopt whatever may be found fit to be adopted from the Stage Coach Act.

18. It seems to be desirable to introduce a clause based on Section 57 of the Police Regulation and Section 6 (1) of Regulation I of 1895. Please put up a draft addition to clause (7).

C. S. BALASUNDARAM IYER.
2-4-10.

19. A draft addition has been put up. If approved, it will be typed and incorporated with the Bill. Of the drafted provisions (*o*) is based on Section 6 (1) of Regulation I of 1895, and (*p*) on Section 57 (1) of Regulation V of 1908.

N. RAMA RAO.
5-4-10.

20. I shall be glad to have the file with Mr. S. Hiriannaiya's note.

C. S. BALASUNDARAM IYER.
5-4-10.

21. The draft as very slightly revised may be adopted. But I would respectfully venture to submit that having regard to the provisions contained in Section 57 of the Police Regulation and Regulation I of 1895 (a Regulation for the Prevention of Cruelty to Animals), there appears to be no necessity to provide against cruelty in the Hackney Carriage Regulation.

S. HIRIYANNAIYA.
21-4-10.

22. At present Regulation I of 1895 is in force only in Bangalore, I believe. The addition of clauses (*o*) and (*p*) as in the draft seems unobjectionable.

C. S. BALASUNDARAM IYER.
26-4-10.

23. The proposed addition (*p*) is the same as Section 57 (1) of the Police Regulation, and is unnecessary. (*o*) is somewhat different in scope, and seems to be a desirable addition.

24. Seeing that stage carriages are not used on a large scale, clause 5 of the draft seems to provide as much as we are likely to require now. If we find a new enactment necessary we may follow the advice of the Hon'ble the Resident later on.

H. V. NANJUNDAYYA.
Second Councillor.
2-5-10.

25. Resubmitted to Secretary. I don't suppose any reply to the Residency is necessary now *i. e.*, before placing the Bill before the Legislative Council (attention is invited to para 4 of my note on page 14 of the notes).

S. HIRIYANNAIYA.
6-6-10.

26. Submitted to Dewan for perusal.

C. S. BALASUNDARAM IYER.
6-6-10.

27. Seen. I agree. Please go ahead. Probably the 1st Councillor will be kind enough to take charge of the Bill.

T. ANANDA ROW,
Dewan of Mysore.
16-8-10.

28. The Bill was introduced in the Council and referred to Select Committee and their report will come up for discussion and adoption at the next meeting of the Council. The question arises whether the Bill may also be finally passed at the next meeting. This depends on the answer to the further question whether the sanction of the Government of India is necessary for the Bill being passed into law.

29. The Bangalore Hackney Carriage Regulation, 1887, was passed after the Rendition and does not therefore find a place in the list of acts and rules in force attached to the Instrument of Transfer. The Bill before the Council repeals this Regulation and enacts a fresh Regulation applicable to the whole State. It does not seem to conflict with any Regulation or rule mentioned in the list just referred to. A reference to the Government of India does not therefore seem to be necessary.

30. It is seen from the papers relating to the Regulation of 1887, that it was passed only after the sanction of the Government of India was sought for and obtained. It is not clear from the papers why this reference was made. The subject was started by the Residency at the instance of the Superintendent of Police of the Civil and Military Station who desired that rules regulating the traffic of hackney carriages should be framed in the City also as corresponding Regulations had been introduced within the limits of the Civil and Military Station.

31. It is also noticeable that the sanction of the Government of India has not been conveyed in the form adopted for conveying sanction in respect of enactments mentioned in the list appended to the Instrument of Transfer. The proviso that the Governor-General in Council retains on it the authority vested in him by Article 19 of the Instrument of Transfer does not find a place in the letter intimating sanction to the Regulation of 1887.

32. The changes made by the Select Commitee in the Bill are not such as would necestate the sanction of the Government of India. The most important change made in ıe Bill is the inclusion of all public conveyances within the purview of the Act.

The change, though of importance, does not really affect the present question as it h: een decided to bring even conveyances carrying loads under control by amending the Munic al Regulation. Such a provision had been incorporated in the Municipal Regulation Amen ıent Bill, also before the Legislative Council, but as the Select Committee that considered the wo Bills were of opinion that they would overlap one another to some extent, it was decid› remove the provision from the Municipal Regulation Amendment Bill and place it in tl Hackney Carriages Bill.

33. Looked at from any standpoint, therefore, the sanction of the Government of Ind oes not seem to be necessary for the passing of the Hackney Carriages Bill into law. It w e sufficient if, when forwarding copies of the Regulation to the Residency, we intimate th ıe provision regarding carts carrying loads has been incorporated in it. This is necessa nly because we are enacting that provision at the instance of the Civil and Military Stati uthorities.

S. HIRIYANNAIYA.
4-4-11.

34. The Regulation is not one for which the previous sanction of the Government of India is required. It may therefore be finally passed by the Legislative Council.

C. S. BALASUNDARAM IYER.
20-4-11.

35. The Bill comes up for discussion in the meeting of the 27th instant. The Select Committee's report is to be adopted and the final passing of the Bill adjourned to a subsequent meeting. In the meanwhile this question may be decided.

S. HIRIYANNAIYA.
20-4-11.

36. I do not think that sanction is required.

H. V. NANJUNDAYYA.
Second Councillor.
20-4-11.

37. I agree.

T. ANANDA ROW.
Dewan of Mysore.
22-4-11.

38. Submitted. The Bill was finally passed by the Legislative Council at the meeting held on the 27th instant. The sanction of His Highness the Maharaja has now to be obtained for its promulgation as law. Submitted with a copy of the Bill as finally approved for the Dewan's signature being obtained as required by Rule 52 of the Legislative Council Rules

T. K. S.
29-4-11.

S. N.
29-4-11.

S. HIRIYANNAIYA.
-5-11.

C. S. BALASUNDARAM IYER.
2-5-11.

H. V. NANJUNDAYYA.
Second Councillor.
2-5-11.

Submitted to His Highness.

Hackney Carriage Bill which was approved by His Highness in order dated 24th has been passed by the Legislative Council on the 27th April 1911, with a few made by the Select Committee.

(2) The Bill does not require the sanction of the Government of India and I solicit His Highness' sanction to its promulgation as law.

T. ANANDA ROW,
Dewan of Mysore.
9-5-11.

Order.

40. Sanctioned.

K. R. W.
15-5-11.

41. Issue.

C. S. BALASUNDARAM IYER.
20-5-11.

3. Order No. J. 3214, dated 22nd May 1911, to the Compiler, Mysore Gazette.

Orders the publication of the Bill as Regulation VII of 1910.

Submitted.

42. Spare copies have been received and compared and have to be forwarded to the Residency as usual. A draft letter is herewith put up.

S. N.
8-6-11.

43. Issue.

B. RAMASWAMAIYA.
8-6-11.

4. To the First Assistant Resident in Mysore, No. Pol. 1078, dated 9th June 1911.

Forwards a copy of the Regulation

FILE No. 24 of 1909-10.

D. O. No. 688, dated the 12th February 1910, from the Dewan, to the Hon'ble Mr. S. M. Fraser, I.C.S, C.I.E, Resident in Mysore, Bangalore.

Serial No. 1.

I enclose herewith a copy of a draft bill for the regulation and control of Hackney Carriages in Mysore. Excepting the Bangalore City Hackney Carriage Regulation, 1887, which applies only to that City, there is no law at present which could, when necessary, be applied to the other parts of the State.

(2) The draft bill is the outcome of a reference made by the Kolar Gold Fields Sanitary Board asking for sanction to frame bye-laws for the regulation of the carriages plying for hire in the Gold Fields area. Section 35 of the Mysore Mines Regulation, under which that Board has been constituted, does not confer power for framing the necessary bye-laws in this matter. The Durbar therefore propose to pass a law applicable to the whole State on the lines of the existing Bangalore Hackney Carriage Regulation. The latter Regulation will be repealed, but provision has been made to save the rules framed by the Bangalore City Municipality under it, until fresh rules are made under the new Regulation. Certain provisions peculiar to the City of Bangalore consequent on the proximity of the Civil and Military Station have been retained in the draft bill. (Please see clause 7 (*a*) and (*b*) and sub-clause 2 of clause (8).

BILL FOR REGULATION AND CONTROL OF HACKNEY CARRIAGES IN MYSORE,

Whereas it is expedient to provide for the regulation and control of Hackney Carriages in Mysore; His Highness the Maharaja is pleased to enact as follows:—

Short title, extent and commencement.

1. (1) This Regulation may be called the "Mysore Hackney Carriage Regulation 19

(2) It extends to the whole of the territories of Mysore.

(3) It shall come into force at once. But nothing herein contained shall affect any power conferred by any law relating to Municipalities or any rule made in exercise of any such power.

Repeal.

2. The Bangalore City Hackney Carriage Regulation, 188., is hereby repealed.

Savings.

But all rules made by the Municipal Council of the City of Bangalore under the above Regulation, and which may be in force at the time this Regulation comes into force shall, so far as they are not inconsistent with this Regulation, be deemed to have been made under this Regulation.

Definitions.

3. In this Regulation,

"Hackney Carriage" means any wheeled vehicle drawn by animals and used for the conveyance of passengers which is kept or offered, or plies, for hire; and "Committee" means a Committee of Municipal Councillors or the entire body of Municipal Councilrlors constituted under the provisions of any enactment forthe time being in force.

"Hackney Carriage."

"Committee." Section 2, Act XIV of 1879.

Application of the Regulation to Municipalities.

4. The Government of Mysore, may, by notification in the official Gazette, apply this Regulation to any Municipality within the territories of Mysore.

Section 3, Act XIV of 1879. Power of Municipalities to make rules.

When the Regulation has been so applied to any Municipality, the Committee of such Municipality may, from time to time, make rules for the regulation and control of hackney carriages within the limits of such Municipality in the manner in which, under the law for the time being in force, it makes rules or bye laws for the regulation and control of other matters within its limits.

Every rule made under this section shall, when confirmed by the Government of Mysore and published for such time and in such manner as the Government may from time to time prescribe, have the force of law.

Provided that the Government of Mysore may, at any time, rescind any such rule.

5. The Government of Mysore may, from time to time, make rules for the regulation and control of hackney carriages in any area outside the limits of a Municipality and such rules when published for such time and in such manner as the Government may, from time to time, prescribe shall have the force of law.

Power to make rules for areas outside Municipalities.
Section 4, Act XIV of 1879, modified.

6. The Committee of any Municipality making rules under this Regulation may, with the previous sanction of the Government of Mysore, extend their operation to any railway station or specified part of a road not more than six miles from the local limits of the Municipality.

Power of a Municipal Committee to extend the operation of the rules beyond the limits of the Municipality.
Section 5, Act XIV of 1879 modified.

7. The rules to be made under Section 4 or Section 5 may, among other matters—

Matters as to which rules may be made.

(*a*) direct that no hackney carriage, or no hackney carriage of a particular description, shall be let to hire, or taken to ply, or offered for hire, except under a license granted in that behalf under this Regulation or within the limits of the City of Bangalore, under the Bangalore Hackney Carriage Regulation as in force in the Civil and Military Station, Bangalore;

Section 4 of Regulation I of 1887.

(*b*) direct that no person shall act as driver of a hackney carriage except under a license granted in that behalf under this Regulation or within the limits of the City of Bangalore under the Bangalore Hackney Carriage Regulation as in force in the Civil and Military Station, Bangalore;

(*c*) provide for the issue of the licenses referred to in clauses (*a*) and (*b*), prescribe the conditions (if any) on which such licenses shall be granted, and fix the fees (if any) to be paid therefor;

(*d*) regulate the description of animals, harness and other things to be used with licensed carriages, and the condition in which such carriages, and the animals, harness, and other things used therewith, shall be kept, and the lights (if any) to be carried after sunset and before sunrise;

(*e*) provide for the inspection of premises on which any such carriages, animals, harness and other things are kept;

(*f*) fix the time for which such licenses shall continue in force, and the events (if any) upon which within that time they shall be subject to revocation or suspension;

(*g*) provide for the numbering of such carriage;

(*h*) determine the times at which, and the circumstances under which, any person keeping a hackney carriage shall be bound to let or refuse to let the carriage to any person requiring the same;

(*i*) appoint places as stands for hackney carriages, and prohibit such carriages waiting for hire except at such places;

(*j*) limit the rate of fares, as well for time as distance, which may be demanded for the hire of any hackney carriage; and prescribe the minimum speed at which such carriages when hired by time shall be driven;

(*k*) limit the number of persons, and the weight of property, which may be conveyed by any such carriage;

(*l*) require the owner or person in charge of any such carriage to keep a printed list of fares in English and such other language as may be prescribed affixed inside such carriage in such place as may be determined by the rules, and prohibit the destruction or defacement of such list;

(*m*) require drivers to wear a numbered badge or ticket, and to produce their licenses when required by a Magistrate or other person authorized by the rules in this behalf, and prohibit the transfer or lending of such licenses and badges; and

(*n*) provide for the deposit of property found in such carriages and the payment of a fee by the owner of such property on the delivery thereof to him.

8. (1) Any person breaking any rule made under this Regulation shall be punished with fine which may extend to fifty rupees.

Punishment for breach of rules.
Section 5 (2) of Regulation I of 1887.

(2) A license granted under the rules under Section 7 above shall be subject to revocation or suspension upon the happening of any event prescribed by the rules under which the license is granted and in the case of a license granted by the Municipal Council of the City of Bangalore also upon the happening of any event upon which it would be so subject under the law in force in the Civil and Military Station, Bangalore.

Licenses when subject to revocation or suspension. Section 5 of Regulation I of 1887 modified.

9. The amount of any fees received and the amount of any expenses incurred in giving effect to this Regulation shall in any Municipality be credited and debited respectively to the Municipal Fund and in any other case to such fund as the Government may by general or special order direct.

Fees and expenses.

10. If any dispute arises between the hirer of any hackney carriage and the owner or driver of such carriage as to the amount of the fare payable by such hirer under any rule made under this Regulation, such dispute shall, upon application made in that behalf by either of the disputing parties, be heard and determined by any Magistrate or Bench of Magistrates within the local limits of whose jurisdiction such dispute has arisen; and such Magistrate or Bench may, besides determining the amount so in dispute, direct that either party shall pay to the other such sum as compensation for loss of time as such Magistrate or Bench thinks fit.

Decision of disputes between hirer and owner or driver of carriage.

Any sum determined to be due or directed to be paid under this section shall be recoverable as if it were a fine.

The decision of such Magistrate or Bench in any case under this section shall be final.

When any such case is heard by a Bench, any difference of opinion arising between the members of such Bench shall be settled in the same manner as differences of opinion arising between such members in the trial of criminal cases.

11. If, at any time any dispute mentioned in Section 10 arises, any Magistrate having jurisdiction in respect of such dispute is sitting, the hirer of the carriage may require the driver thereof to take him in the same to the Court of such Magistrate for the purpose of making an application under that section.

Driver to take hirer in carriage to Court of Magistrate.

Any driver neglecting or refusing to comply with such requisition shall be punished with imprisonment for a term which may extend to one month, or with fine not exceeding fifty rupees, or with both.

12. If any person using a hackney carriage under this Regulation wilfully or negligently injures the same, he shall be punished with a fine which may extend to twenty rupees and shall also pay to the owner of the hackney carriage compensation for the injury, the amount of the compensation to be fixed by the convicting Magistrate, and to be recovered as a fine.

Penalty for injuring carriage.

STATEMENT OF OBJECTS AND REASONS.

There is no law at present applicable to the whole State for the regulation and control of hackney carriages. The Bangalore City Hackney Carriage Regulation of 1887 applies only to that City. It is therefore thought desirable to enact a Regulation that could, when necessary, be applied in any part of the State. The Draft Bill is however purely of an enabling character and does not come into force in any area unless specially extended by the Government. The bill is based entirely on the Bangalore Hackney Carriage Regulation which it repeals. Regular jutka services have been established between some of the railway stations and towns—for instance, between Bangalore and Chikballapur, and between Bowringpet and Kolar. It is necessary to exercise some supervision over these public conveyances in the interests of public safety.

Added later on on the following suggestion of the Residency.

Clause 7.

(o) Prohibit the employment in hackney carriages of animals which by reason of disease infirmity wound, sore, or other cause, are unfit for such employment.

D. O. No. 1383, dated the 5th March 1910, from Major W. G. Grey, First Assistant to the Hon'ble the Resident, to Mr. T. Ananda Row, B.A., Dewan.

Serial No. 2.

I am desired to acknowledge the receipt of your D. O. letter No. 688—Pol., dated the 15th February 1910, forwarding a copy of a draft Bill for the regulation and control of hackney carriages in Mysore and, in reply, to state that the Resident sees no *prima facie* objection to the Bill being placed before the Legislative Council.

It appears however to Mr. Fraser that jutka services on trunk roads like the lines of communication between Bangalore and Chikballapur, and Bowringpet and Kolar, can probably be better regulated by legislation on the lines of the Stage Carriages Act, 1861 (XVI of 1861), than by rules under Section 5 of the draft bill which will be suitable for application in compact local areas like the Kolar Gold Fields. Moreover the provisions of Sections 10 and 11 of the draft bill can hardly be conveniently enforced in the case of long lines of communication. In any case, the Resident would suggest that penalty for ill-treating animals should be included among the matters as to which rules may be made under Section 7 of the draft bill.

No. J. 3214—Legis. 24 of 09, dated the 22nd May 1911.

Serial No. 3.

ORDER.—Ordered that the Bill to provide for the Regulation and Control of Public Conveyances in Mysore, which received the assent of His Highness the Maharaja, on the 15th May 1911, be published for general information as Regulation VII of 1911.

S. HIRIYANNAIYA,
For *Offg. Secy. to Govt.*

To the Compiler, *Mysore Gazette*, with a copy of the Regulation for publication in Part III of the Gazette in English and Kanarese.

Letter No. Pol. 1078, dated the 9th June 1911, from the Secretary to Government, General and Revenue Departments, to the First Assistant to the Hon'ble the Resident in Mysore, Bangalore.

Serial No. 4.

I am directed to forward herewith a copy of Regulation VII of 1911, a Regulation to provide for the Regulation and Control of Public Conveyances in Mysore with 9 spare copies and to request that a copy may, as usual, be forwarded to His Highness the Naizam's Government.

Regulation No. VII of 1911.

(Received the assent of His Highness the Maharaja, on the 15th day of May 1911.)

A REGULATION TO PROVIDE FOR THE REGULATION AND CONTROL OF PUBLIC CONVEYANCES IN MYSORE.

WHEREAS it is expedient to provide for the Regulation and Control of Public Conveyances in Mysore; His Highness the Maharaja is pleased to enact as follows:—

Short title, extent and commencement.

1. (1) This Regulation may be called "The Mysore Public Conveyance Regulation, 1911."

(2) It extends to the whole of Mysore.

(3) It shall come into force at once. But nothing herein contained shall affect any power conferred by any law relating to Municipalities or any rule made in exercise of any such power.

Repeal.

2. The Bangalore City Hackney Carriage Regulation, 1887, is hereby repealed.

Savings.

But all rules made by the Municipal Council of the City of Bangalore under the above Regulation, which may be in force at the time this Regulation comes into force shall, so far as they are not inconsistent with this Regulation, be deemed to have been made under this Regulation.

Definition.

3. In this Regulation—

"Public Conveyance."

"Public Conveyance" means any vehicle with two or more wheels which is kept or offered or plies for hire of whatever form or construction and whether drawn by men, horses or other animals.

4. The Government may, by notification in the official Gazette, apply this Regulation to any Municipality within Mysore.

Application of the Regulation to Municipalities.

When the Regulation has been so applied to any Municipality, the Municipal Council may, from time to time, make rules for the regulation and control of Public Conveyances within the limits of such Municipality in the manner in which, under the law for the time being in force, it makes bye-laws for the regulation and control of other matters within its limits.

Power of Municipalities to make rules.

Every rule made under this section shall, when confirmed by the Government and published for such time and in such manner as the Government may, from time to time, prescribe, have the force of law.

5. The Government may, from time to time, make rules for the regulation and control of Public Conveyances in any area outside the limits of a Municipality and such rules, when published for such time and in such manner as the Government may, from time to time, prescribe, shall have the force of law.

Power to make rules for areas outside Municipalities.

6. A Municipal Council making rules under this Regulation may, with the previous sanction of the Government, extend their operation to any railway station or specified part of a road not more than six miles from the local limits of the Municipality.

Power of a Municipal Council to extend the operation of the rules beyond the limits of the Municipality.

7. The rules to be made under Section 4 or Section 5 may, among other matters,—

Matters as to which rules may be made.

(*a*) direct that no Public Conveyance, or no Public Conveyance of a particular description shall be let to hire, or taken to ply, or offered for hire, except under a license granted in that behalf under this Regulation or within the limits of the City of Bangalore, under the Bangalore Hackney Carriage Regulation as in force in the Civil and Military Station, Bangalore;

(*b*) direct that no person shall act as driver of a Public Conveyance except under a license granted in that behalf under this Regulation or within the limits of the City of Bangalore under the Bangalore Hackney Carriage Regulation as in force in the Civil and Military Station, Bangalore;

(*c*) provide for the issue of the licenses referred to in clauses (*a*) and (*b*), prescribe the conditions (if any) on which such licenses shall be granted, and fix the fees (if any) to be paid therefor;

(*d*) regulate the description of animals, harness and other things to be used with licensed conveyances, and the condition in which such conveyances and the animals, harness, and other things used therewith, shall be kept, and the lights (if any) to be carried after sunset and before sunrise;

(*e*) provide for the inspection of premises on which any such conveyances, animals, harness and other things are kept;

(*f*) fix the time for which such licenses shall continue in force, and the events (if any) upon which within that time they shall be subject to revocation or suspension;

(*g*) provide for the numbering of such conveyances;

(*h*) determine the times at which, and the circumstances under which, any person keeping a public conveyance shall be bound to let or may refuse to let the conveyance to any person requiring the same;

(*i*) appoint places as stands for public conveyances, and prohibit such conveyances waiting for hire except at such places;

(*j*) limit the rate or fares, as well for time as distance, which may be demanded for the hire of any public conveyance, and prescribe the minimum speed at which such conveyances when hired by time shall be driven;

(*k*) limit the number of persons, and the weight of property, which may be conveyed by any such conveyance;

(*l*) require the owner or person in charge of any such conveyance to keep a printed list of fares in such language as may be prescribed, affixed inside such conveyance in such place as may be determined by the rules, and prohibit the destruction or defacement of

(*m*) require the drivers to wear a numbered badge or ticket and to produce their licenses when required by a Magistrate or other person authorised by the rules in this behalf, and prohibit the transfer or lending of such licenses and badges;

(*n*) provide for the deposit of property found in such conveyances and the payment of fee by the owner of such property on the delivery thereof to him; and

(*o*) prohibit the employment in public conveyances of animals which by reason of disease, infirmity, wound, sore, or other causes are unfit for such employments.

Punishment for breach of rules.

8. (1) Any person breaking any rule made under this Regulation shall be punished with fine which may extend to fifty rupees.

Licenses when subject to revocation or suspension.

(2) A license granted under the rules under Section 7 above shall be subject to revocation or suspension upon the happening of any event prescribed by the rules under which the license is granted and, in the case of a license granted by the Municipal Council of the City of Bangalore, also upon the happening of any event upon which it would be so subject under the law in force in the Civil and Military Station, Bangalore.

Fees and expenses.

9. The amount of any fees received and the amount of any expenses incurred in giving effect to this Regulation shall, in any Municipality, be credited and debited, respectively, to the Municipal Fund and in any other case, to such fund as the Government may, by general or special order direct.

Decision of disputes between hirer and owner or driver of conveyance.

10. If any dispute arises between the hirer of any public conveyance and the owner or driver of such conveyance as to the amount of the fare payable by such hirer under any rule made under this Regulation, such dispute shall, upon application made in that behalf by either of the disputing parties, be heard and determined by any Magistrate or Bench of Magistrates within the local limits of whose jurisdiction such dispute has arisen; and such Magistrate or Bench may, besides determining the amount so in dispute, direct that either party shall pay to the other such sum as compensation for loss of time as such Magistrate or Bench thinks fit.

Any sum determined to be due or directed to be paid under this section shall be recoverable as if it were a fine.

The decision of such Magistrate or Bench in any case under this section shall be final.

When any such case is heard by a Bench, any difference of opinion arising between the members of such Bench shall be settled in the same manner as differences of opinion arising between such members in the trial of criminal cases.

Driver to take hirer in conveyance to Court of Magistrate.

11. If, at the time any dispute mentioned in Section 10 arises, any Magistrate having jurisdiction in respect of such dispute is sitting, the hirer of the conveyance, if it is one for the conveyance of passengers, may require the driver thereof to take him in the same to the Court of such Magistrate for the purpose of making an application under that section.

Any driver neglecting or refusing to comply with such requisition shall be punished with imprisonment for a term which may extend to one month, or with fine not exceeding fifty rupees, or with both.

Penalty for injuring conveyance.

12. If any person using a Public Conveyance under this Regulation wilfully or negligently injures the same, he shall be punished with a fine which may extend to twenty rupees and shall also pay to the owner of the Public Conveyance compensation for the injury, the amount of the compensation to be fixed by the convicting Magistrate, and to be recovered as a fine

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